FINE PIERS FOR THE CITY.

THE GREAT IMPROVEMENTS IN PROG-RESS ON THE NORTH RIVER.

IN THIRTY TEARS THE RENTALS WILL AGGRE-GATE ABOUT \$12,000,000-PLANS FOR EXTEND-ING THE WORK AS FAR AS TWENTY-THIRD-ST. - PRESIDENT O'BRIEN

ON THE ADVANTAGES OF RECREATION PIERS.

The great \$8,000,000 improvement on one of the new piers is almost completed, and the work of erecting the upper structure, tech-Some of the ironwork for the shed on the first pler has already been delivered. So great is the demand for large and commodious piers that those which the Dock Department has under construction were leased long before the work of erecting them was taken in hand. There are to be five new piers between West Eleventh and Gansevoort sts., and it is said that they

will be the finest in the world. The two most southerly ones have been taken

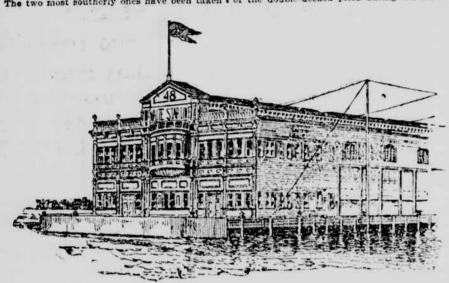
a significant fact that the contracts made have OIL PAINTINGS, fallen, on the average, 17 per cent below the estimates made by Chief Engineer Greene.

A profitable contrast might be drawn between this result and the outcome of the canal improve ments projected by the State Superintendent of Public Works, George W. Aldridge, who is now asking for \$5,000,000 in addition to the \$9,000,-000 authorized by a constitutional amendment to be used for that purpose.

THE RECREATION PIERS.

In addition to the big improvement on the North River the things to which the present Dock Commissioners point with special pride are River front has advanced so far that the recreation plers which have been provided for the benefit of the people. The recreation pier is no longer an experiment, but may be renically known as the shed, will soon be started. garded as an established institution in Greater New-York, for Brooklyn, which has almost no public wharfs, and therefore derives an insignificant revenue from its many miles of waterfront, has just set about the building of a pier of this kind at the foot of North Second-st., on the same model as those which have proved successful at East Third-st. and East Twentyfourth-st. in this city.

There is no manner of doubt as to the success of the double-decked piers during the summer



NEW PIER OF THE WHITE STAR LINE.

since it can be used for its full length only on one side. For this the Cunard people will pay \$40,842 in rental, and for the other \$76,239.

The city will thus secure for the new piers \$360,206 annually for the first ten years, and the lessees have the privilege of two renewals for a like term at an advance of 10 per cent in the amount of rental each time. In the thirty years during which the present leases may ex-

by the White Star Line at an annual rental of \$\$1,375 cach, the lease running for ten years. The next pier will be used by the Wilson Line, which will pay the same rental. The other two have been secured by the Cunard Company, but it will get off with a smaller rental, for two reasons. One is that the most northerly piers are shorter and narrower than the others, and the second is that, owing to its situation next to the New West Washington Market, the last of the five piers is practically only and the second is that the most northerly piers are shorter and narrower than the others, and the second is that, owing to its situation next to the New West Washington Market, the last of the five piers is practically only and the second is that the will length only on the five piers is practically only and the second is that it will be a wise

be considerable, but President O'Brien and his associates feel certain that it will be a wise thing to do, and that the people will appreciate the effort to increase their enjoyment.

The plan of recreation piers is not a new one, and there are a large number of people who claim the honor of originating the idea. What has been done by the present Dock Commissioners is in pursuance of a law passed in 1892, which set apart certain piers for the convenience of dealers in country produce and authorized the Dock Department to construct or rebuild these piers in order to afford the in-

WATER COLORS. C. KLACKNER,

Fine Art Publisher,

Water Colors.

Choice Collection of

West 28th St., near 5th Ave Pictures Suitable for Holiday Gifts.

AFFAIRS AT THE NAVY YARD

THE NEW-YORK AND THE HELENA GO TO SEA.

WORK ON OTHER VESSELS OF THE FLEET-RE-

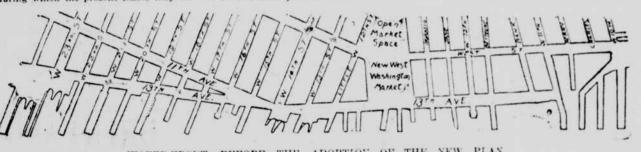
PAIRING THE DIG DRYDOCK-CHANGES

The departure of the flagship New-York for Hampton Roads and the gunboat Helena for the Asiatic Station has left a large hole in the fleet of ships at the Navy Yard. The sailing of the New-York has been noticed previously. The Helena left the yard early yesterday morning and went to Tompkinsville, where she anchored. Early in the afternoon she steamed away, and about 3 o'clock passed Sandy Hook on her way to the Azores, which will be her first stopping place. Commander Swinburne is in charge of the ship, and it is expected that the voyage will be one of great pleasure to all on board the vessel. It will take the little boat about a year to reach her destination, and on her arrival the officers and men of the Monocacy will be transferred to the Helena, and the final disposition made of the old-time ship.

The Iowa, Brooklyn, Massachusetts and Texas are still at the yard, and there is work to do on all of them. As fast as the repairs are completed they will sail for the South and report to Admiral Sicard. It is expected that the Texas will be the last of the ships to get away, and that she will be in the yard until the end of the first week of the new year. The Maine has preceded the fleet and is now at Key West. The arrival of the Maine does not relieve the Detroit from her duty in connection with filibustering expeditions, but no significance is attached to the sending of the Maine to Florida waters in advance of the rest of the fleet.

REPAIRING THE BIG DRYDOCK.

A good start has been made on the work of repairing the damaged apron of the big drydock, although Naval Constructor Bowles has been bothered considerably by a leak from the side into the space in front of the caisson, where a force of men is at work. A line of sheet piling is being driven on the eastern side of the approach to the dock, which it is thought will stop the leak, and then work can be carried on unhindered. At present it requires constant work y a steam pump to keep the water under con-



WATER-FRONT BEFORE THE ADOPTION OF THE NEW PLAN

tend the steamship companies will pay into the city treasury close to \$12,000,000. And this enormous sum represents the rental of only four and one-half plers. It is enough to show what an enormous wealth the city of New-York has in its water-front, and how important it is that every wise effort to increase the wharfage facilities should be furthered by intelligent

and far-sighted citizens. The three southerly piers are each to be 125 feed wide, and their length 755, 742 and 727 feet respectively. The first of the Cunard piers will be 713 feet long and 110 feet wide, while the "half-pier" will have a width of 70 feet and a length of 701 feet. The sheds to be on the new piers will cost probably from \$50,000 to \$75,000 each, the amount depending somewhat, as an official of the Dock Department remarked, on what the companies feel like spending on the inside for advertising purposes. When the leases are terminated the sheds and everything built on the plers will become the

MAKING ROOM FOR THE BIG PIERS.

The improvement now well under way has been under consideration for a long time. To provide room for the erection of these long piers of property and dredge on an extensive scale This work is to a great extent the undoing of work done nearly fifty years ago, when it

habitants of the city greater opportunities for healthful recreation.

Besides the two recreation riers already completed, the Department is a ranging for the construction of three more, and bids for two of them will be opened on Thursday of this week.

These are the piece at Chelstonian to an Alexander of the streets bordering on the Government propthem will be opened on Thursday of this week. These are the piers at Christopher-st and West Fiftieth-st; and bids will also be received at the same time for what will virtually be a recreation pier at West One-hundred-and-twenty-ninth-st. The latter will be primarily for the landing of river boats for the benefit of the people of Harlem, but it will be built with a second story, so arranged as to be a place of general resort for the citizens in that neighsuch a pler in that quarter. recreation piers proper has been set aside at East One-hundred-and-twelfth-st, but arrange-ments for constructing it have not yet been per-

WORK OF THE DOCK DEPARTMENT.

When asked about the work of the Dock Department under this administration President O'Brien said that he looked back on what had teen done with the utmost satisfaction, and rebeen done with the utmost satisfaction, and re-ferred particularly to the great improvement started on the west side of the city, and also to the recreation places provided for the peo-ple of the crowded districts. He thought there was a disposition on the part of the people gen-erally to think that public works were not in-tended particularly to help them, but in his judgment the recreation plers would do much to remove that notion. Referring to the cost of inclosing the piers at Third-st and Twenty-fourth-st, he said:

"Take a poor man with a family, living in a

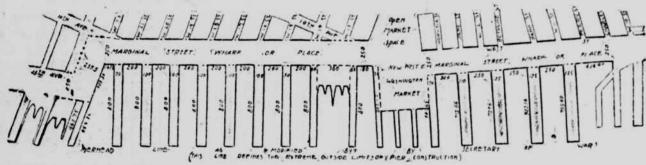
"Take a poor man with a family, living in a

erty. Inside the walls everything is in firstclass condition, but just beyond them everything is just the opposite, and visitors to one of the show places of the town are compelled to wade through mud and filth in order to reach the gates. The Flushing-ave, sidewalk in a arrow strip of bluestone where there is an payement, and only a slight shower is needed to make the walk a quagmire. Navy-st, has a wretched cobblestone pavement, although there st., from the yard gate to Bridge-st, is in little better condition, and while one or two improve ments in the houses in the district have made, there is still too much of the slums for the approach to the largest Government yard Where streets have a haif-way decent pave-ment it is hidden by dirt of long standing, and the whole place has the appearance of being greatly in need of close and vigorous attention at the hands of the Street Cleaning Depart

ment.

Officers at the yard are planning for a ball on New Year's Eve, and the upper floor of building No. 6, the home of the Construction Department, has been suggested as the best place in the yard for a big dance.

CHANGES OF THE WEEK



WATER-FRONT AS IMPROVED UNDER THE NEW PLAN.

A glance at the accompanying maps will show the condition of the water-front of this part of the city before the new work was begun, and plers are completed. But it is not alone between West Eleventh and Gansevoort ats, that the Dock Department is planning extensive changes; If ideas now entertained are carried out, the improvement will be extended north of the New West Washington Market to Twenty-third-st., and eight or nine new piers will be provided, which should yield to the city nearly or quite as large returns as the piers already referred to. The peculiar-looking structure between the and and third piers north of the market, as indicated on the map, comprises the slips of the ferry at Fourteenth-st, which, of course, will

be continued. The work of the Dock Department during the last three years will count among the most important achievements of the Strong administration. As a matter of fact, the Commissioners appointed by Mayor Strong found themselves unable to do much the first year they were in office, owing to the lack of legislation, which could not secure until the session of 1896, so that practically all they have done has been accomplished in the last year and a haif. Since May the expenditures for improvements and the contracts made call for an outlay of almost \$8,500,000, which is nearly \$1,000,000 more than the amount laid out by the Department ing the entire previous four years. It is

week affecting the ships and officers of this station:

When the improvement north of West Eleventhst. was determined on the land "made" at that
time had to be got rid of at large expense, for
the pierhead line is fixed by the Secretary of
War, and the Dock Department has to plan its
work accordingly.

in the winter time there is absolutely no place
where he can go with his wife and children
without paying something for the privilege. In
the summer they can go out and walk the
streets or go into the parks, but in winter there
is no satisfaction in that, and the muscums,
week affecting the ships and officers of this station:
Captain Yates Stirling detached from the Lancaster and two months' leave granted.
Lieutenant T. W. Ryan detached from the Langrant and the Dock Department has to plan its
ple of this class do not feel like going to them
ple of this class do not feel like going to them when they are open, are too far away, or people of this class do not feel like going to them because they are not dressed well enough. Now a roof garden on a pier, as it may be termed, will be just the thing for these people, and will enable them to pass a pleasant evening in a warm and well-lighted place. It is hoped also to have concerts on Saturday evenings, and I am told that some of the fine singers will be glad to entertain the people on the piers. The success of the recreation piers is demonstrated by the fact that during the four months the one at Third-st. was open it was visited by nearly half a million people. How many will go there in the winter remains to be seen, but I am very hopeful that these roof gardens will prove popular at that season."

Speaking generally of the work of the Department, General O'Briencommented on the importance of providing New-York with the best possible wharfage facilities if the city was to remain the commercial metropolis of America, and added that as a citizen he would give hearty support to whatever might be wisely undertaken in this direction by the new administration, in which there is to be a Department of Docks and Ferries. He thought also that the people of the city in general should do the same.

THE MODERN CELEBRITY.

THE MODERN CELEBRITY. From The Cleveland Leader.

"What! You never heard of him! Why, his name is a household word!"
"Indeed! A story writer?"
"No, he butchered eight people!"

SLANDEROUS, EVEN IF TRUE.

From The Chicago Tribune. Brooks—Did y u ever notice that you get more mosquito bites at a seaside resort than anywhere else in the world?

Rivers—Certainly, It's a well-known fact that it is always the female mosquito that bites.

caster and two months' leave granted.
Carpenter D. W. Perry detached from the Lancaster and two months' leave granted.
Chief Engineer J. R. Edwards detached from the Lancaster and wait orders.
Surgeon A. C. H. Russell detached from the Lancaster and wait orders.
Paymaster C. M. Ray detached from the Lancaster and placed on waiting orders.
Lieutenant J. E. Roller detached from the Lancaster and ordered to the New-York.
Lieutenant H. O. Dunn detached from the Lancaster and ordered to the Terror.
Ensign G. R. Marvell detached from the Lancaster and ordered to the Vicksburg.
Ensign G. R. Marvell detached from the Lancaster and ordered to the lowa.
Acting Gunner C. H. Sheldon detached from the Lancaster and ordered to the lowa.
Acting Boatswain J. W. Angus detached from the Lancaster and ordered to Boston Navy Yard.
Ensign G. C. Davison detached from the Terror and two months' leave granted.
Lieutenant D. D. V. Stuart detached from the New-York and two months' leave granted.
Lieutenant Clerk G. P. Druy, appointed for duty to settle accounts of the Texas, January 2, 1838.

HIS BOARD OF TRADE STYLE.

From The Chicago News. Clara (excitedly)—Well, papa, did the Count ask you for me to-day?

Mr. Millyuns—Ask me for you! Naw! He told me if I wanted to put up margins enough he'd talk business.

ON A TOOT.

From The Detroit Journal, "I was conveyed," related Love, in speaking of it fterward, "on the dulcet strains of a flute. The gods and goddesses exchanged glances, "On a toot," they exclaimed, as with one voice. Why the very idea!" IT WAS AN EXPRESS TRAIN.

THE TALE OF TWO BROOKLYN MEN WHO TOOK AN UNWILLING RIDE TO ONE-HUNDRED-AND-SIXTH-ST.

New-Yorkers who travel regularly by the elevated railroads are never embarrassed by the circum stance that express as well as way trains are run at certain hours of the day. But the same cannot be said of people who wander over to this city from Brooklyn in the late afternoon on their way to some place of interest or attraction in the upper part of the town. In their own city there are no express trains on the elevated roads, and when they take a scat in an elevated car they have no question about the train stopping at the point where they want to get out; but in New-York they are

liable to go astray.

On the Third-ave, railroad some of the express trains make no stops between Ninth-st, and Onehundred-and-sixth-st., and it was on one of these trains that two Brooklyn citizens found themselves a few evenings ago. One is a public official and the other a weil-known man, but both shall be nameless here. They were engaged in conversa-tion when they boarded a train at the City Hall station, intending to get out at Twenty-eighth-st. They paid no attention to the announcements made by the men on the platform or the guards after the train started, but at length they became conscious

by the men on the platform or the guards after the train, started, but at length they became conscious that the train, while not going at a rapid speed, was not making the customary stops.

This awakened a momentary apprehension, but the public official reassured his companion, when they saw the Twenty-eighth-st. station slipping past, by saying that, anyhow, the train must halt at an important station like Forty-second-st., where they could cross over the bridge and take a train back downtown. But there was no pause at Forty-second-st., whereupon the Brooklynites grew genuinely alarmed and made their way as rapidly as possible to the end of the car and plied the guard with questions, only to learn that the first stop would be One-hundred-and-sixth-st. There were two angry men on that train as it continued its journey, and they were profuse in expressing their disgust at the management of the New-York elevated roads, in connection with the explanations they offered for being late at the dinner they set out to attend. "Why," said the public official, "I heard no announcement at all at the station when we took the train, and nothing was said by the trainmen, so far as I heard, about there being no stops. It seems to me that the railroad company should be compelled to put up signs announcing these things, or else the employes should make the announcements of the trainment when the facts were laid before Mr. Fransfoli, when the facts were laid before Mr. Fransfoli.

or else the employee should be one can misunderstand them."

When the facts were laid before Mr. Fransloli, the general manager of the elevated railroads, that the general manager of the elevated railroads, that hard-hearted official laughed.

"I haven't had a complaint of that kind in months," he said. "There used to be complaints from people who were carried by their stations, but I can't remember when I have heard of one. I am sorry for the Brooklyn men—I used to live in Brooklyn myself. The facts are that the places where express trains stop are clearly called out by the platform men at the terminal station, and the trainmen announce clearly twice, when a stop is made, at what station the train will stop again. The trouble is that those not accustomed to the system do not pay attention to the announcements, and do not hear them at all. Actually, when that train stopped at Grand-st, the men announced at each end of the cars that the next stop would be at Ninth and the next after that at One-hundred-and-sixth. At least, that is the rule, and our rules are carried out, I believe. No, the Brooklyntes who went away uptown and had to come lack can't put the blame on the company; it was their own fault in not giving attention to the ansulatements made." ceir own fault in not giving attention to the an

STUDENTS WANT THE SMOKING-ROOM.

THEY URGE PRESIDENT LOW NOT TO CUR-TAIL THEIR PRIVILEGES IN THE LIBRARY BUILDING.

When President Low examined Charles F. Mc Kim's plans for the library which he presented to Columbia he asked that a room adjoining the law library be set aside for the law students as a place for smoking and talking. It was provided with 260 lockers. This room became popular, and the law classes formed a club and subscribed for newspapers and magazines. Many of the undergraduates used the room for a study. There was uch consternation when the class committees wer asked to meet President Low to confer with hin as to the wisdom of prohibiting smoking and loung ing in the room. The conference was held Thursda evening in the president's office, and Gustavas t Kirby was appointed spokesman for the under

Kirbs was appointed spokesman for the undergraduates.

Frestdent Low said that he had made a mistake
in providing the room for lounging purposes,
masmuch as many complaints had been received
from professors and visitors, and he believed
to would be much better to allow smoking
only in the basement. It was unfortunate, he
thought, that the side and rear views of the
dibrary should be spoiled by students sitting at the
windows with pipes in their mouths and hats cocked
tack and feet higher than their heads.

Mr. Kirbs replied that on the grounds proper
treedom and action should be tolerated. He said
that the law students were not in a kindergartten,
but simost all had mished collegate courses, and
if they were 15 work in the library they should
be allowed some freedom. Mr. Kirby said that the
students themselves could be depended upon to
be allowed a classmate who did not observe proper
lescorum.

After a two-hour discussion, President Low took

After a two-hour discussion. President Low took the matter under advisement, and promised that if smoking was prohibited in the room he would furnish a large room in the basement, where the smokers would not be seen by outsiders.

Steps will also be taken to prevent students from wearing hats in the library corridors.

CHANGING THE PASSAIC'S COURSE.

A BIG ELECTRIC PLANT, IT IS SAID, WILL BE

tween Little Falls and Great Notch, opening an immense channel, in order to change the course of the Passaiz River. The river in that tokanic hood is not now navigable, but when the work is finished the channel will be 75 feet wide and from to to 89 feet deep. It is reported that the East Jersey Water Company is behind the project. The Beattle Manufacturing Company operated a woollen mill on the bank of the Passaic at Little Falls, and it is said the company owned water rights, and it is said the company of the Passaic for a long distance. The East Jersey Water 'company is said to have paid 500,000 for the woollen company is water rights, and it is asserted that the company has also secured all the water front to the head of the Pequannock and Ramapo plasts, and it is the intention of the company to merge them into one.

The company according to the current report, intends to creet an electric light plant, to be run by the water power of the Passaic. This will be possible, for dams are to be constructed, and where there is at present a natural fall of twe feet, it will be increased to sixty feet. It is said that the company will supply the power for trolley-cars and electric lights, and one part of the agreement by which the Beattle Woollen Company retired was that it would receive from the water company a sufficient voltage of electricity to conduct its plant in another place.

THE OLD CEMETERY NEAR KATONAH.

The Corporation Counsel has been asked to give in opinion as to whether the Aqueduct Commission an opinion as to whether the Aqueduct Commission has the authority to make an agreement with the owners of burial lots in the old cemetery near Katonah by which the city can acquire new land for a cemetery and remove from within the flush water-lines all bodies buried in the cemetery. There are 22s burial lots in the old cemeterys and several thousand bodies are buried there. The city took possession of the cemetery last year, but the proceedings to appraise the land have not been completed. Robertson & Barrett, counsel representing the owners of burial lots in the cemetery, recently applied to the Aqueduct Commission to make an agreement by which the appraisal proceedings could be discontinued and terms made with the two hundred living owners of lots in the cemetery. The only precedent for the proposed action was the removal of a small private cemetery some years ago from the ground now occupied by Reservoir M. In which case the city did the removal at its own cost and restored all monuments and fences.

Assistant Corporation Counsel Stirling when asked about the matter yesterday, said that no especial exemptions were made in the laws permitting the condemnation of lands for public purposes in favor of cemeteries, and any change in the regular way of acquiring land would be out of deference to the sentiment of the people who have friends buried there. If possible, the arrangement with them will be made. He is studying the questions asked by the Aqueduct Commissioners.

A BEGGAR ON A WHEEL. From The Philadelphia Record.

From The Philadelphia Record.

Pedestrians in Broad-st, yesterday afternoon were treated to a seene which was quite typical of the treated to a seene which was quite typical of the progress of the age. A fin de siecel beggar plying his trade upon a bicycle is certainly a novelty. The man was a cripple, his left leg being missing almost from the hip joint. From the nature of his affliction it would seem-almost impossible for him to keep his balance upon his wheel, and yet he not only managed to hold his seat gracefully, but with his one good leg he pushed the pedal in great fashion. He was, in fact, a scorcher. It was his habit to cruise around Broad-st, until a wheelman who looked "touchable" came along. He would overhaul such a man and make the usual plea for assistance. He picked out such a one at Wharton-st, and started after him. The intended victim looked around and noted the cripple's appearance with a smile of minsled astonishment and amusement. On the pursuer's breast hung his trade mark, a large placard reading, "Help the poor cripple." The other man put on extra speed and started to scorch away. The cripple aiso "smoked up," and in a moment the race was on. Away they flew, square after square, the cripple gradually gaining on the other until at Moore-st, he was abreast of his quarry. The latter was laughing so heartlily that he exhausted all his wind. "Can't you help me along a little?" asked the cripple. "Here's a dime," said the other; "you've earned it." The cripple thanked him, pocketed the, coin and went off to look for more victims.

D. M. WILLIAMS & CO.,

The rush is great, far ahead of any of the eighteen years of business that we have had on 125th street.

Will you not try to do your shopping early in the week? But do not forget that we shall be glad to see you, even at the last hour on

125th Street and Third Avenue.

A NOTED BANDMASTER.

FRANCESCO FANCIULLI WILL TAKE CHARGE OF THE SEVENTY-FIRST

REGIMENT MUSIC. Francesco Fanciulli has been chosen band-

master of the 71st Regiment by a unanimous vote of the officers of the regiment, Colonel F. V. Greene and the other officers having arrived at this choice after careful consideration. The new bandmaster succeeds Professor Felix Eben, who retires from his post after many years of faithful and successful service. Professor Fanciulii has been best known of late years as the bandmater of the famous Marine Band at Washington, whose reputation for the making of military music is second to that of no band in the country. His leadership of the Marine Band terminated temporarily soon after the inauguration of President McKinley, under circumstances that attracted wide attention through the reports that were printed in the

FRANCESCO FANCIULLI.

The new bandmaster of the 71st Regiment

newspapers of the country. At that time Pro-

the band for Inauguration Day. Lieutenant H.

L. Draper, of the Marine Corps, ordered the band to play "El Capitan" when passing the re-

viewing stand. Professor Fanciulli denied the

lieutenant's right to order a change in the pro-

gramme, which had already been approved by

Colonel Charles Heywood, and for this he was

court-martialled and dismissed. Professor

Fanciulit was, however, later vindicated by As-

sistant Secretary of the Navy Theodore Roose-

velt, who reversed the verdict, and the band-

Professor Fanciulii was born in Port St.

Stephen, Tuscany, forty-four years ago, and

studied in the conservatory at Florence, where

he came to this country, gave instruction in

vocal music and filled the post of organist in

several Roman Catholic churches, but the gen-

eral public first heard of him as conductor of

grand opera in Boston. He gained wider note,

perhaps, as the composer of several pieces of

music played by "Pat" Gilmore's famous band. He was also composer of the music sung at the

first pontifical mass celebrated by Cardinal Sa-

tolli after his elevation to that rank. During

his occupancy of the leadership of the Marine

Band, in which capacity he succeeded John Philip Sousa, Professor Fanciulii composed a

number of pieces of music, some of them

marches, that were played to approving audi-

ences by the musicians under his direction. He proposes to reorganize completely the 71st Regiment Band, and promises that when he has put his plans into execution the band will be second to no organization of a similar character in the country. He will assume the duties of leader-

AN APPLIED FABLE.

From The Cleveland Plain Dealer,

From The Cleveland Plain Dealer.

Two young men were seated in a downtown restautant. Dinner had been ordered, and time meanwhile was given to moralizing. One youth, wearing a self-complicent look, expressed himself thus:

"I say, my boy, that lecture of Ingersoll's the other night was an insult to Christianity, I once had some admitation for his ability, but when he fails to give us Christians any credit, it either argues his senility or insincerity. Ingersoll never admired the virtue of consistency, anyhow. But, say, isn't this the place to get a dinner? You know they do a big business at the bar. Just hear those glasses clink. That explains how a fellow can get glasses clink. That explains how a fellow can get glasses clink. That explains how a fellow can get glasses clink. That explains how a fellow can get glasses clink. That explains how a fellow can get glasses that have got to pay up this pledge to-day."

Hereupon the speaker drew from his inside pocket a pledge for 5 to the Anti-Saloon League, with the remark that it was a cause deserving the support of all Christian gentlemen. A little later the tongue of the speaker was rapturously testing the quality of a rich pudding with lots of brandy sauce over all.

"I don't subscribe to the Anti-Saloon League," said his commonplace companion, "though I think it is an excellent thing. I delight in a good lecture, and believe Ingersoil has given many of them, but your remarks on temperance call to mind the story of the fox and the cat. The fox and the ext went walking. As they journeyed they espled a wolf which had selzed upon an innocent lamb. Sald the fox: The wolf is depraved beyond redemption to eat innocent meat. To which the cat purred assent. The traveller soon came to an old mill, and the fox saw a chicken, which he immediately secured, while the cat pounced upon a mouse, and soon both were devouring their coveted morsels. Meanwhile, a spider from his web in an old corner of the mill gave one look of disgust at the carnivorous hypocrites and went back an

THE SOCIETY OF THE REJECTED.

From The Cleveland Plain Dealer.

ship on January 1.

master completed his term of service

Hudson Bay Otter is the handsomest and most durable dyed fur in the world. I am making over to new shapes Coats which I sold fifteen years ago. They do not require redyeing. Coats, \$300 to \$450; Capes, \$250 to \$750; Muffs, \$20 to \$40; Collarettes, \$75 to \$125.

C. C. SHAYNE,

West 42d St.

BRENTANO'S. OPEN EVENINGS.

Broadway and 16th St.

Greatest Sale of Holiday Goods in town. Not the largest maybe, but the cheapest and one where you can save more money than elsewhere. We don't propose to entertain you with brass or gold bands, neither will we dance the jig after every 10 or 15 cent manicure plece you'll buy here, but YOU will surely feel byful enough after your purchases to dance yourself if you are so disposed. Sterling silver manicure pleces, 10c., 25c., 47c. and 97c.; worth 35, 75, 88c. and \$1.88. Sterling silver manicure pleces, 10c., 25c., 47c. and 37c.; worth 35c. Sterling silver manicure pleces, 10c., 25c., 47c. and 37c.; worth 35c. Sterling silver manicure pleces, 10c., 25c., 47c. and 37c.; worth 35c. Sterling silver manicure pleces.

UNIQUE PARISIAN JEWELRY. **DELICIOUS LIBERT'S VIOLETS.**

The most pleasant and charming perfume in the world Absolutely without a rival. Sure to please and to last also, by the way, the very cheapest ever imported. A. F. JAMMES,

909 BROADWAY, MR. F. B. BURNS,

COR. 17TH ST. AND 5TH AVE.

A large cleaning-out sale of Pillows, worth from \$4.00 to \$6.00, at \$2.00 and \$2.50; also of Lambrequins, Plano Covers, Stools, Chairs and Benches.

Such bargains in this line have never before been offered in New-York.

IMPORTED CARLSBAD HAMS,

MARCIPAN, GENUINE RUSSIAN CAVIAR, and other Delicacles for the holidays. TODE & CO. 1,070 3d av., between 63d and 64th sts. Telephone call, 108 79th st.

Sales by Anction.

UNION TRANSFER&STORAGE CO.'S CONTINUATION SALE At 121-5 East 22d Street.

DANIEL R. KENNEDY, Auctioneer. Will sell on Tuesday, Dec. 21st, at 10:30 A. M. a choice lot of Household Goods, consisting of Furniture, Bedding, Trunks, Mirrors, Bric-a-brac, China, Glassware, etc.; also a fine lot of Theatrical Costumes, all to be sold without reserve to pay storage and other charges. fessor Fanciulli had been bandmaster of the Marine Band for five years. The trouble that led to his retirement arose over the programme of

It isn't right for these heartless—they must be heartless—fellows to get together and indulge in this sort of ghoulish giee, and if there is no law to reach the case, the attention of Mrs. Charlotte Smith should be called to them at once.

DINAH-SALIFOU.

THE ADVENTURES OF A NEGRO KING IN

PARIS.

Paris correspondence of The London Globe.

Dinah-Salifou, formerly King of the Nalous, deed a few days ago in the Military Hospital of St. Louis, in Senegal I will the Prench Universal Exhibition of 1854—Dinah-Salifou was one, and the Shah of Persia. The luxurious Nasr-ed-dia, was the other. They met one day at the exhibition. The Shah looked at his black cousin from head to foot, and then turned away in contemptuous silence, much to the surprise of the poor negro monarch, who fed members and the foother of the other other of the other other of the other other other of the other ot

From The Cleveland Plain Dealer.

In one of the Western cities a lot of men have formed an organization, the only condition to membership to which being the fact that the candidate's matrimonial advances have been rejected by a woman. From all that can be learned regarding the inside proceedings it is believed that the members do not indulge in sighs and tears and all the old-time evidences of heartbreak. On the contrary, it is understood that they have what may be termed a rip-roaring good time. Their ritual, if it may be so designated, prescribes frequent mutual congratulations and hearty assurances of future happiness, and fond wishes for continued freedom. This doesn't seem quite the right thing under the depressing circumstances, but it is a fact that they get a great deal of pleasure out of following, as it were, the existence of the individual women who have rejected one or more of them. They eagerly waten for gains in avoirdupois, and for wrinkles, and for rumors of bad temper. One of the choicest possessions of the society is a photograph of a one-time haughty sylph who now weighs 233 pounds and has nine red-haired children. From The Detroit Free Press.